

Montres
Invite Inspection
of their
Duo-Art Players.

The China Mail.

August 18, 1921, Temperature 79

Barometer 29.80

Rainfall 0.00 inch.

ESTABLISHED 1845

Humidity 91

August 18, 1920, Temperature 78

No. 18,840.

四拜禮

號八十月八年一十二百九千一英

HONGKONG, THURSDAY, AUGUST 18, 1921.

日五十月七酉辛大歲年十國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

PERFECTION AT LAST.

The only Player Piano that does not sound "Automatic"

THE DUO-ART

manufactured by The Aeolian Company of London & New York.

Reproduces perfectly, selections as played by all the leading Pianists of the World, including Paderewski himself.

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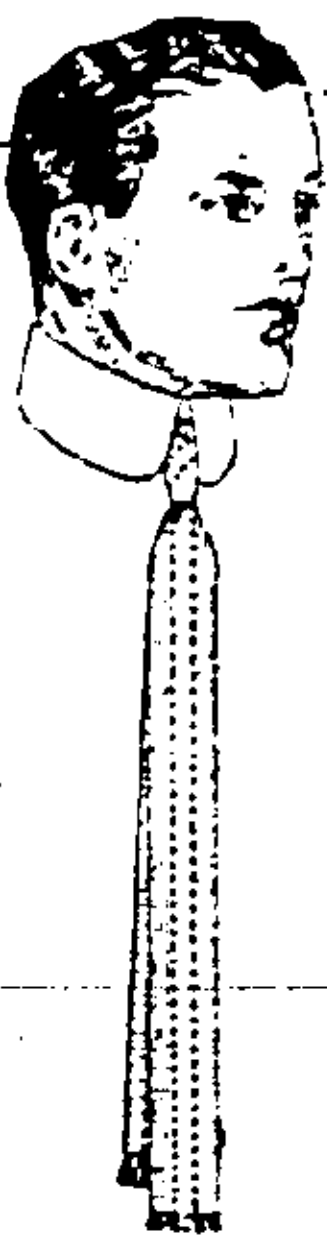
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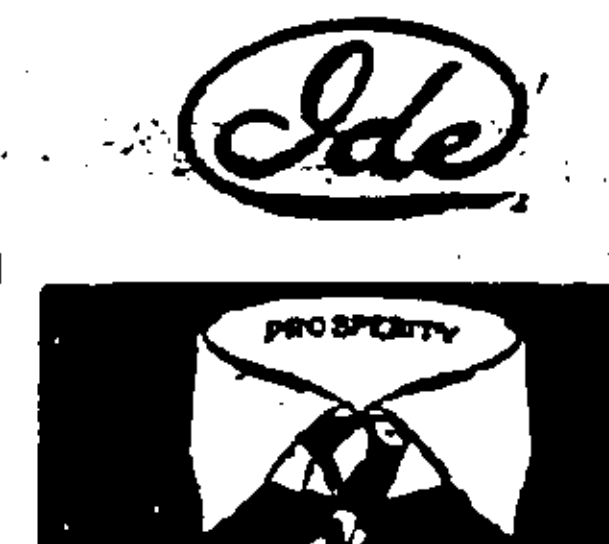
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THE NEW.

DONNELLY & WHYTE.

WINE MERCHANTS.

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C. P. Goetz Cameras, Lenses, Films, Filmpacks,
Binoculars, Fox Typewriters and 7 lbs Portables.

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HALL, LAW & CO., Sole Agents

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GUERLAIN

Paris.

Parfums	Price	Parfums	Price
Champs Elysee	\$11.	Parfums de la Parfumerie	\$4.
L'Heure Bleue	10.50	Imperial House	4.
New De La Reiz	10.50	Hellotrope Blanc 000	4.
Quand Vient l'Eté	10.50	Pain d'Epagne	4.
Yague Souvenir	10.50	Marchale	4.
Une Rose	10.50	Poudre	
Your Troubler	10.50	Marquet, Assorted	2.30
Kalido	10.50	Ladies in all climates, Assorted	2.30
Parfums, Large Bottle	7.50	Après l'Onode, Assorted	2.
Après l'Onode, Large Bottle	7.50	Talc Parfume, Assorted	1.
Sillage, Large Bottle	7.50		
La Rose Vierge, Large Bottle	7.50		
Jasminide	7.50		
Mi Ma	7.50		
Parfums, Small Bottle	6.		
Après l'Onode, Small Bottle	6.		
Sillage, Small Bottle	6.		
La Rose Vierge, Small Bottle	6.		
La Moudrie de Monsieur	6.		
La Volupté de Madame	6.		
Blanc Qui Meurt	5.50		
Jicky	4.		
Jockey Club	4.		

J. ULLMANN & CO., Hongkong.

SOLE DISTRIBUTORS.

TO-DAY'S CABLES.

(Radio's Service to the China Mail)

DAILY BIRMINGHAM GAZETTE.

"CANNOT AND WILL NOT ACCEPT TERMS."

MUST END HATED RULE.

DE VALERA SAYS IRISH WILL NOT BE FOOLED THIS TIME.

LONDON, August 17.
In Dublin Daily Eireann was again packed in anticipation of Mr. De Valera's promise to outline the course of peace negotiations.

Mr. De Valera at the outset caused a sensation among his hearers by declaring that reports in the British and foreign press indicated a doubt in the mind of the world as regards the Irish attitude towards the British terms. "There ought not to be any doubt," he continued, "We cannot and will not accept terms. The Irish people are not going to be fooled this time." (Cheers.) He added that the obvious thing to do was to end rule which the Irish people hated to the marrow of their bones. If they had to resort to force they would do so without seeking to save their forces. The Irish people had not flinched before and they would not flinch now because more arms had been sent for.

Mr. De Valera sat down in a scene of intense excitement.

STARVING RUSSIA.

URGENT APPEAL FOR GENEROUS ASSISTANCE.

GENEVA, August 17.

Resolutions adopted by the conference considering international measures for the relief of starving Russia, state that Mr. Hoover and Mr. Nansen, or their representatives, will be appointed high commissioners under the central relief commission to reach a preliminary agreement with the Russian authorities concerning the administration and proper distribution of relief. An urgent appeal will be issued throughout the world for prompt and generous assistance and co-operation of governmental action.

AMERICAN RELIEF.

WASHINGTON, August 17.

The Cabinet in the presence of President Harding discussed the difficulties arising out of the insistence of the Soviet authorities on participation in the control and distribution of relief in the famine areas. The attitude of the Cabinet is that though the United States must insist on the freedom of American control of distribution of relief it does not look with disfavour on the participation of European powers in any general investigation of relief.

NEW YORK MURDER GANG.

ITALIAN BARBER'S STARTLING CONFESSION.

NEW YORK, August 17.

An Italian barber named Fontano, one of eight men arrested on murder charges, has confessed, revealing seventeen murders by a gang in New York, Detroit, and New Jersey. The police in Detroit say that the arrests may clear up 70 murders in Detroit.

THE LOTTERY POLICY GAME.

LATER.

Another member of the gang admits killing a confederate. He says that the gang went in fear of their lives to prevent confessions. The object of the murders appears to be connected with the gang's effort to control both America and Italy by what is known as the lottery policy game.

BOXER INDEMNITY.

QUESTION OF BRITAIN'S SHARE.

LONDON, August 17.

In the House of Commons, questions were asked whether in view of the example of France, Japan, and the United States, Britain would divert future Boxer indemnity payments to Chinese education. Mr. Cecil Harmsworth, Under Secretary for Foreign Affairs, said that the question was being very carefully considered but emphasised that it was difficult in view of the urgency of national economy. It was proposed to appoint a committee to deal with the subject soon.

COST OF LIVING RISING AGAIN.

DEARER FARM PRODUCE AND HIGHER RENTS.

LONDON, August 17.

The Labour Gazette shows that the cost of living was on the upgrade last month. The average level was 122 per cent. above that before the war compared with 119 per cent on July 1. This is chiefly due to dearer farm produce in consequence of the drought and increased rents in conformity with the Rents Act. The prices of meat and clothing have decreased.

CHEAPER PETROL.

LONDON, August 17.

The wholesale price of petrol in all grades is being reduced 5d. a gallon.

SOVIET BUYS AEROPLANES.

HELSINGFORS, August 17.

The Russian Government has despatched representatives to Italy to buy aeroplanes for the Soviet.

SENATE RECESS.

WASHINGTON, August 16.

The Senate has decided that the recess will be from August 24 to September 29.

MILL LINGLEN WITHDRAWS.

FOREST HILLS, August 17.

Mill Linglen announced her withdrawal from the doubles in which she paired with Mrs. Mallory.

THE DOLLAR.

Today's closing rate 2/8 7/8
Today's opening rate 2/9 1/8

\$25 REWARD.

CAD'S NAME AND ADDRESS
WANTED.

Twenty-five dollars reward will be paid (to anyone but the offender himself) for the name and address of the cad who, about 9 o'clock last night, in Queen's Road, outside the Blue Bird Cafe, struck two newspapers out of the hand of a woman news vendor.

He is described by a Chinese witness as a well-dressed European, about 5 ft. 10 in high; and of about 13 stone weight.

The woman was not obstructing. The dirty dog's companion was in front of him, and went by her with a shake of the head. This vile brute could have done the same. The papers were soiled with the mud of the street. One of them was the China Mail.

We want the cowardly bully's name and address so that we may try to prove to him, before a Magistrate, that he is a despicable swine, whose behaviour is disapproved by the law and by all decent people.

There is an epithet shorter than any we have used, that fits him, but we may not use it here.

THE EXTRADITION CASE.

POLITICAL DECISION EVADED.

The Canton extradition case which occupied Magistrate Lindsell's attention at six hearings, has concluded at last. This morning, the Magistrate, in an interesting judgment, decided in favour of Mr. Bruton and discharged his client.

Mr. Lindsell read his finding as follows:—In this case I am asked by the Crown to commit the female fugitive on the ground that, in the words of section 10 of Ordinance No. 7 of 1889, such evidence has been produced as would justify her commitment for trial at the Criminal Session if the crime of which she is accused had been committed in the Colony. Now under section 76 of the Magistrate's Ordinance, which must be read with section 10 of the Extradition Ordinance, before committing, the Magistrate must satisfy himself either that the evidence as a whole is sufficient to put the accused upon his or her trial, or that it raises a strong or probable presumption of guilt. As to the first of these alternatives, it was laid down in the finding of the Full Court in the case of Hung Siu (Hongkong Law Reports, vol. X at page 119) that the Magistrate should commit if he finds that there is evidence on which reasonable men might convict. I do so not so find. As regards the second alternative, the evidence has not, in my opinion, raised any strong or probable presumption of the fugitive's guilt. She must therefore be discharged.

STRANGE DACOITY STORY.

MEN WHO WORSHIP HOUSE-BREAKING TOOLS.

A most extraordinary case of dacoity on a wholesale scale is now before the Criminal Sessions of the High Court.

There are 35 accused charged with being members of a gang associated for the purpose of habitually committing dacoity. Counsel for the Crown said that these dacoities numbered about 40 during the past year. They were hereditary Hindus who, originally hailed from Madras and had lately roved Bombay Presidency. Their children were brought up to crime, and thus lawlessness was perpetuated.

Counsel said they were extraordinarily superstitious. Their operations were confined to that part of the month when there was no moon, and on full moon they performed curious religious ceremonies which included the worship of their house-breaking tools. A fowl's neck would be cut into its trunk and thrown some distance and the direction in which it pointed was the direction they went for the next dacoity. Should a snake cross their path the dacoity would be immediately abandoned.

They were absolutely merciless and spared neither man, woman, nor child. They had a certain organisation and system of Government. For instance, if a man was arrested his share in the booty would be set apart for his wife. Women and children helped the men to conceal the ornaments stolen. Women were taught to swallow ornaments and retain them for a considerable time, and one woman had been known to retain seven or eight tolas of gold bangles flattened out for 15 days.

The hearing of the case is expected to last several days.

FOLLOW

THE

ARROW

STOP

AT

ULLMANN'S.

BUSINESS NOTICES

GENTLEMEN'S

HIGH-CLASS

OUTFITTING.

3 NEW
ITEMS

Superior Quality Felt Neglige Hats in New Art Shades of Greys, Fawn and Drab, with Soft reversible brims and lined White Silk. - \$15.00 each.

Extra fine quality Neglige Shirts in a new Mercerised Mixture, beautifully soft and cool. In Plain Sky, Pale Helio, or Pale Blue, complete with Soft Polo Collar to match. - \$10.50 each.

Cream Gabardine Trousers, the "Acme" of Comfort and Elegance; fit, appearance and good value, the essential features. - \$30.00 pair.

MACKINTOSH & Co., Ltd. Men's Wear Specialists. 18 Des Vaux Rd. Tel. 29.

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PRICKLY HEAT LOTION

RELIEVES AND CURES

THE MOST OBSTINATE CASES OF

PRICKLY HEAT.

OBTAINABLE ONLY AT

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CUTS, BRUISES & SORES



unless promptly treated by anti-septic Zam-Buk, are liable to become festering or poisoned. Zam-Buk promptly soothes pain, prevents disease infection, and ensures clean, quick healing. Zam-Buk is a pure herbal balm. It contains no trace of animal fat, nor mineral drug. Always ready for use the moment it is wanted, Zam-Buk is invaluable for healing Cuts, Burns and Scalds. Also for obstinate attacks of Boils, Eczema, Ulcers, Piles, Ringworm, Abscesses, and Festering. I.Z.215

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BOLS GENEVA & BOLS DRY GIN.

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TEL. 75.

IT IS NECESSARY

TO KEEP

YOURSELF WELL INFORMED

AND

YOUR MIND REFRESHED

BY READING

High Grade Magazines
and Fictions.

VISIT OUR BOOKS DEPARTMENT.

THE SINCERE CO., LTD.

HONGKONG EMPORIUM

Hughes & Hough

Auctioneers to the Government and Admiralty.

Coal Contractors General Brokers.

PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction, (For Account of the Concerned) ON

FRIDAY,
August 19, 1921, commencing at 5.00 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Valuable Collection of War Stamps, (1,000)

Special Issues, etc., covering 1914-1919.

On view from Wednesday 17th inst. No catalogue.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 15, 1921.

(FOR ACCOUNT OF THE CONCERNED) ON

SATURDAY,
August 20, 1921, at 11.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

7 Black Orpingtons,
2 Wyandottes,
4 Leghorns, (white),
1 Ancona Hen,
1 White Langshan,
1 Rhode Island Red.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 17, 1921.

(FOR ACCOUNT OF THE CONCERNED) ON

TUESDAY,
August 23, 1921, commencing at 1.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS,

Comprising:—
Dining Suites, Chesterfield Sofas, Arm-chairs (up), Card and Occasional Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c. (fumed Teakwood), Sideboards, Dinner Wagons, Dinner Services, Crockery, & Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-plated Ware, One American Ice Chest.

Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Chairs, Cabinets, Pictures, Enamel Bath, &c.

Also
One Large Oak Sideboard with Mirror. (Full Particulars from Catalogue).

Terms: Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 17, 1921.

(FOR ACCOUNT OF THE CONCERNED) ON

TUESDAY,
August 23, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Consignment of

WHITE GOODS,

Comprising:—
Ladies' and Gents' Handkerchiefs, Damask Table Cloths 60 and 65 inches wide, Serviettes, Turkish and Huckaback Towels, Bed Quilts, Bed Valances, Bedspreads, Pillow Cases, Cotton Calico, Dollies, Try and Glass Cloths, Shirtings, Sheetings 72 and 90 inches wide, Bed Sheets, &c.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 17, 1921.

(FOR ACCOUNT OF THE CONCERNED) ON

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Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 17, 1921.

EUROPEAN AGENCY.

WHOLESALE Indents promptly executed at lowest cash prices for all British and Continental goods, including

Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries,
China, Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drapery, Millinery and Fancy Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic and Optical Goods,
Provisions and Oils and Stores,
etc., etc.

Commission 2½% to 5%.
Trade Discounts allowed.
Special Quotations on Demand.
Sole Agents from £10 upwards.
Representatives of Producers sold on terms.

WILLIAM WILSON & SONS
(Incorporated in England)
25, Abchurch Lane, London, E.C. 4.

Cable Address: "ASIANIA" London.

NOTICES.

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid, and a comparison of the draft new Memorandum of Association with the existing Memorandum of Association, should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

(3) That each of the existing 30,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,500,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,500,000 consisting of 150,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,500,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 100,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as follows among the shareholders of the

WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional word 4 Cents for 3 insertions.

WANTED.

SITUATION VACANT. Electrician required to take charge of Installation Department. Good prospects to competent man. Apply Box 1314, c/o "CHINA MAIL."

FOR SALE.

FOR SALE.—ONE or TWO LOTS of LAND in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plan & further particulars apply Box 1288, c/o "CHINA MAIL."

TO LET.

TO LET.—GODOWN at Yau-mai. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

INTIMATIONS.

VICTORIA RECREATION CLUB.

FOURTH NIGHT SWIMMING FETE will be held on FRIDAY, the 19th inst., at 9 o'clock. Attractive Programme. See Posters.

Entries for open events CLOSE on TUESDAY, the 16th inst.

Band in attendance.

Admission.—Members 50 cts., Hon. Members \$1.00. Ladies, Sailors and Soldiers, 50 cts.

Reserved Seats can be booked at \$1.50, at the Club.

R. C. WITCHELL,
Hon. Secretary.
Hongkong, August 15, 1921.

NOTICE.

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 7th, 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE LTD.
5, Wyndham Street.
Hongkong, July 7, 1921.

FOR SALE.

New and Used.
HARDLEY DAVIDSON'S INDIANS.
HENDERSON'S WOLFE and SMITH MOTOR CYCLES.

REEVES & CO.,
106 114, Woo-Sung Street,
Kowloon.

Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforementioned bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this Fourteenth day of July, 1921.

By Order of the Board,
J. H. TAGGART,
Manager.

LOST SWEETHEART.

TWENTY YEARS' SEARCH.

FAITHFUL LOVER REWARDED AT LAST.

A romantic story of the constant love of a young Greek for an English girl comes from New York, where the parties met after being parted for many years.

In the strange case of Lieut. Marcus Sakarof, of the Greek Royal Navy, and a little English maiden, Cupid led the officer a wildly zigzag tantalising chase from tremulous bliss to the depths of despair, then through the perils of the battlefields of Europe, on to happiness again after many years, and landed him at last in one New York prison cell and then in another.

The details of Sakarof's adventures are vouched for by Captain Joseph P. Cromwell, who as judge advocate at a court-martial on Governor's Island, headquarters of the Military Department of the East, obtained the Greek ex-naval officer's conviction as a deserter from the United States Army, and now that duty accomplished, is seeking to have the sentence commuted.

It was a score of years ago that Sakarof, just graduated from the Greek Royal Naval Academy, met the English mrs., then a schoolgirl, who, with her parents, was visiting Athens. It was a case of love at first sight for both of them, but she was so young that her father and mother would not hear of her engagement, let alone her marriage, to the arduous Athenian, and hurried her home to England.

MARY LOST TO SIGHT.

The youthful lovers kept up a correspondence for some time, but just as Sakarof had received his commission as a first lieutenant the letters from Mary—that was her name—stopped. He journeyed to England to find out why, and bent on making her his bride. He learnt to his chagrin that she had left for the United States. That was in 1911. Resolved to find her at all costs, he returned to his native land to resign his commission, but was held in the service for the Balkan war.

At last in 1913 he was free to pursue his quest, and did; but though he searched all New York, where he had been given to understand his boyhood sweetheart had gone, he could find no trace of her, and in despair he enlisted in the Army as a private, and was sent to the war with the 52nd Railway Artillery, which went through several battles.

In 1919 he was drafted back to New York, and petitioned for his discharge, but was kept with the Colours and sent to Fortress Monroe, in Virginia, where he was promoted to be master-gunner.

A CHANCE MEETING.

Then, during a furlough, he came to New York, still obsessed with longing for his lost love, and figuratively almost the first person he met was Mary. It was purely a chance meeting, and she had no idea that he was in America. This time he won her, and they married. Nevertheless, he could not obtain his discharge from the Army, so when in due course he learned that Marcus Sakarof, jun., had come to town he could not resist, failing to obtain a furlough in the regular way, and simply took "French leave."

He did not return to Fortress Monroe, and might have stayed free indefinitely had he not got into trouble with the police for reckless driving of an automobile and been sent to prison for 25 days. As it was, when he emerged from the civil prison the military authorities took charge of him. He gave the guard the slip, but was recaptured, and now is a prisoner on Governor's Island, serving a sentence for double desertion.

ITCHING BURNING PIMPLES ON FACE

Could Not Sleep. Used To Rub Face. Cuticura Heals.

"My face broke out in small pimples and then was a mass of sore eruptions. I could not sleep at night with the itching and burning, and when my face got hot and itchy, I would rub it with my hands, and it would get even worse. I could not keep my hands away from it, and used to rub and rub. I thought I would use Cuticura Soap and Ointment, and in five weeks I was healed and have not had any more of my eruption since." (Signed) Miss L. M. Crockett, Westbury, Great Britain. Dated May 1921.

Write to Cuticura Soap and Ointment, P.O. Box 1077, Lowell, Mass., U.S.A.

HUGE GEM FIELD.

WONDERFUL ANAKIE FIELDS IN AUSTRALIA.

The greatest gem field in the world is in Australia only, as men familiar with vast distances say, 500 miles from Brisbane, Queensland. It covers an area of 100 square miles, is known in the picturesque language of the bronzed miners, whose dreams are of sapphires with the blue of an Australian sky at noon or with the golden fire of the western sun, as "the land of the Never Know When" for the seeker on the famous Anakie fields never knows when he may find a gem as rare in lustre as any of the best from far Cashmir.

In Australia the public fancy favours the golden sapphires, and a very fine yellow specimen from Anakie, weighing 25 carats, was cut in Brisbane and sold for £210 before it left the lapidary's hands. The beauty of the golden sapphires of Anakie is so rich that if a stone be placed amidst first-water diamonds the lustre of the diamond is over-shadowed.

OPALS.

And there is the famous opal field in New South Wales which has produced since 1890 gems to the value of £1,125,000.

The first recorded discovery of opals in Australia was made in Queensland in 1875. Australia has the unique distinction of being the only country in the world in which black opals have come to light—opals "black, but comely, like the daughters of Jerusalem." The world's biggest opal field is at Coober Pedy, 167 miles from Kingooya, on Australia's great transcontinental railway.

Until recently Australia's keenest rival was the Montana fields, U.S.A., but the strength of the American field appears to have dwindled. In 1917 the value of gems mined in Montana was £13,500, and from the Anakie field in 1919 the output was worth £42,000.

MARKETING THE JEWELS.

Recently the great difficulty experienced by the Australian gem industry was to find a market for the increasing output of sapphires, zircons and opals. The position became so acute that steps were taken by the Queensland Government to market gems and stabilise values. A satisfactory arrangement has been effected. An agreement has been made with Messrs. Rubins Brothers of Paris and Bombay for the marketing of Anakie sapphires. The Government purchase all gems found in the Anakie fields, other than fancy stones which are to be marketed locally; Rubins Brothers provide credits for the purchase of blue sapphires for the European markets, the company, as agents, receiving five per cent. commission. Prices are to be based on those ruling in London and Paris, and 75 per cent. of each price is to be paid to the miners, from the balance the expenses and commissions will be paid. The final balance is to be paid as dividend to the miners, after the gems have been sold in London or Paris.

The first shipment of gems under the new scheme this year was valued at £11,000 sterling.

OF INTEREST TO MALARIA SUFFERERS.

People who say that Malaria cannot be cured but must be endured once it has got a grip upon the system, will do well to read the evidence of Mr. J. S. de Bruin, of the "De Vries" Government Railwayway Service, Marandana Station, Colombo.

"I contracted Malaria in a very severe form some years ago," said Mr. de Bruin. "The symptoms preceding the attack were lassitude, loss of appetite, and a feeling of nausea. After eating, in a short time I was 'chilling all over.' Then my body would go cold and I would shiver with agony, this being followed by intense fever and perspiration."

"The frequency and violence of the attacks weakened me so much that I lost a lot of weight. Vomiting and constipation troubled me, and headaches nearly drove me frantic. Doctors' medicines and treatments failing to cure, I was fast becoming a worn-out man, and began to despair.

"One day a friend told me that he had been cured of Malaria by Dr. Williams' Pink Pills, and this led me to try these pills. They gradually proved a success, for soon I felt a decided improvement. The lassitude clinging left me, my spirits rose, my appetite improved, and the disagreeable nausea after eating ceased. Then my bowels began to act regularly, the terrible headaches and attacks of running water, I recovered. I lost weight. I was a wonderfully robust man, I found myself free from agony and fever, and I am thankful to say I am now in good health, a happy state of affairs entirely due to the aid of Dr. Williams' Pink Pills, which enriched my blood and drove out old impurities."

Familiar throughout the world for over thirty years as a remedy for ailments due to impure, watery blood and disordered nerves, Dr. Williams' Pink Pills for pale people are a blessing from heaven, a sure cure for all ailments arising from blood impurities. Post free from Dr. Williams' Medical Co., 94, Essex Street, London, W.C. 2.

A HOUSE OF 1375 B.C.

SECRETS OF THE TELL-EL-AMARNA SIGHT.

Lord Carnarvon, as one of the vice-presidents of the Egypt Exploration Society, opened on July 1, at the rooms of the Society of Antiquaries, Burlington House, W., an exhibition of Egyptian antiquities, the fruit of the Egyptian Exploration Society's labours at Tell-el-Amarna since the latter part of 1919.

Recalling the fact that the society had on this site taken up work which German excavators (the Deutsche Orient-Gesellschaft) relinquished at the beginning of the war, Lord Carnarvon said that the German work had been of a very high standard; but in the matters of care and scientific research that done during the past year surpassed the German efforts.

Tell-el-Amarna is the name wrongly given by many Egyptologists to the site chosen by King Akhenaton (Amenophis IV.) for his new capital, Akhetaton. "Horizon of the Disk," about 1375 B.C. While at Tell-Amarna the workers lived in a substantial excavated house, built about 1370 B.C., of which a photograph is exhibited, which was made perfectly habitable by some comparatively simple repairs to its walls. Among the objects are two bottles in multicoloured glass, one of which, made in the form of a fish, is an extremely rare piece. The strange art of the period is well represented by a sculptor's trial-piece, a smooth slab of soft limestone with designs in relief on both sides. On the one is an excellently modelled head, and on the other several human figures rather less carefully executed. The piece undoubtedly came from one of the several sculptors' workshops known to have existed in Akhetaton and is probably the work of a pupil.

WREATH IN ICE.

AUSTRALIAN FLOWERS TO UNKNOWN WARRIOR.

A beautiful wreath of Western Australian wild flowers is on the way to England to be placed on the Unknown Warrior's grave in Westminster Abbey.

It is being sent by the Perth (Western Australia) branch of the Returned Sailors' and Soldiers' League to Mr. Hughes, the Australian Prime Minister, who, it is expected, will place it in position as soon as it arrives early this month.

It is the first tribute of its kind to the Unknown from so far away. The wreath is frozen in a solid block of ice, and when the flowers are thawed they should be just as when gathered in spite of their six weeks' journey through the tropics.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

August 15th, 1921.

Butcher Meat.

Seal Sirloin.—Maf Lung Pa	lb.	21
Prime Cut	lb.	21
Corned.—Ham Ngau Yek	lb.	21
Roast.—Shin	lb.	21
Breast.—Ngau Nam	lb.	18
Scap.—Tong Yek	lb.	16
Steak.—Ngau Yek Pa	lb.	20
Steak Sirloin.—Ngau Lee	lb.	31
Sausages.—New Chung	lb.	25
Salloot's Brains.—New No per set	lb.	10
Tongue, fresh.—Ngau Li each	lb.	55
Tongue, corned.—Ham Ngau Li each	lb.	65
Head.—Ngau Nam	each	80
Heart.—Ngau Nam	lb.	13
Hump, Salt.—Ngau Kin	lb.	18
Feet.—Ngau Kuei	each	10
Kidneys.—Ngau Yek	lb.	10
—Ngau Mei	lb.	20
Liver.—Ngau Kin	lb.	13
Tripes (undressed), Ngau To	lb.	6
Salmon Head and Feet.—Ngau Nam	each	80
Mutton Chop.—Young Fat Kwai	lb.	34
Leg.—Young Fat	lb.	24
Shoulder.—Young Fat	lb.	30
Saddle.—Young Fat	lb.	33
Pig's Chilli.—Chai Chong	lb.	35
Brisket.—Chai No	per set	2
Feet.—Chai Kuei	lb.	16
Fry.—Chai Chong	lb.	18
Head.—Chai No	lb.	15
Heart.—Chai No	each	10
Kidneys.—Chai Yek	lb.	30
Liver.—Chai No	lb.	30
Pork Chop.—Chai Fat Kwai	lb.	24
Leg.—Chai Fat	lb.	33
Loin.—Chai No	lb.	24
Fat or Lard.—Chai No	lb.	20
Sheep's Head and Feet.—Young Fat	each	70
Tan Kuei	each	70
Goat.—Young Fat	each	10
Kidneys.—Young Fat	each	13
Liver.—Young Fat	lb.	34
Neckling Pig, to order.—Chai Fat	lb.	24
Net, Beef.—Shang Ngau Yek	lb.	20
Mutton.—Shang Ngau Yek	lb.	24
Veal.—Ngau Tai Yek	lb.	20
Sevages.—Ngau Tai Chong	No. 1	lb. 28

Poultry.

Chicken.—Kai Tai	..	lb	38
Capons, Small.—Sin Kai	..	..	36
Uppons, Large.—Sin Kai	..	..	40
Duck.—Ap	..	..	28
Pheasant.—Pau Hau	..	..	28
Eggs, Hen.—Kai Tai (cooking) per doz.	23		
Eggs, Hen.—Kai Tai (fresh) per doz.	26		
Fowls, Canton.—Kai..	..	lb	42
Fowls, Hainan.—Hoi Nam Kai	..	..	36
Geese.—Nga	..	..	28
Pigeons, Canton.—Pak Kap	..	..	40
—Hoi Nam	..	..	40
Turkeys, Cook.—Fo Kai Kung	..	lb	70
Turkeys, Hen.—Fo Kai No	..	..	58
Snipe.—Sha Tai	..	..	each
Pheasant.—Shan Kai	..	..	each
Quail.—Om Chai	..	..	..
Partridges.—Che Ka	..	..	..

Fruits.

Almonds.—Hang Yek	lb.	45
Apples, (California).—Kam Shan	lb.	28
Bananas, (Brida's).—Miao Shan	lb.	4
Carrots.—Yang To	lb.	14
Cocoanuts.—Ye To	each	10
Lemons, China.—Ling Wan	lb.	8
Lemons, (America).—Kam Shan	lb.	15
Lichees, Dried, (small stone).	lb.	32
Oranges, (Canton).—Sweet	lb.	32
Shan-shan Tim Chang	lb.	32
Pears, (Canton).—Shan Li	lb.	10
Peanuts.—Pa Shan	lb.	18
Persimmons, Large.—Hung To	lb.	18
Plantain.—Tai Chin	lb.	3
Pomegranate.—Ting Lo Yek	each	12
Walnuts.—Hop To	lb.	14
Grapes.—Po Tai Yek	lb.	14

Vegetables, &c.

Artichokes.—Ah Chi Chai	each	4
Beans, Sprout.—Ngau To	lb.	4
—Long.—Tan Kok	each	5
Beet Root.—Hung Tai Tai	each	5
Bitter Melon.—Pa Kwa	each	5
Bok Choy, Green.—Ching Yek Kwa	lb.	5
Cabbage, Chinese, (common).	lb.	5
Kai Tai	lb.	5
Shanghai.—Ye Tai	lb.	20
Cauliflower (Large).—Ye Tai Pa	each	2
(Medium)	each	2
(Small)	each	2
Celery.—Kam Shan	lb.	6
Celery Chinese.—Tong Kai Tai	lb.	20
Chilies, Red.—Kon Lai Chai	lb.	25
—Bed.—Hung Pa Chin	lb.	5
—Green.—Ching Lai Chai	lb.	5
Curry Leaf, English.—Ka Li Chai	lb.	10
Gummers.—Ching Kwa	each	2
Garlic.—San Tai	lb.	4
Ginger, Young.—San Tai Kung	lb.	6
Ginger, old.—Lo Kung	lb.	6
Horseradish, Shanghai.—Lik Kai	lb.	50
Indian Corn.—Shut Mai	each	5
Lettuce.—Ying Shing Tai	lb.	6
Water Chestnuts.—Vi Tai	lb.	8
Mandarin.—Kwai	lb.	10
Lam Mei Tai	lb.	10
Mushrooms, Fresh.—Shang Tai Kai	lb.	45

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EQUAL TO ANY—BETTER THAN MOST.

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SUGGESTIONS!

FOULARD SILKS.

UNIQUE AND EXCLUSIVE DESIGNS.

"LUVISCA"

AN IDEAL COTTON CLOTH—FINE MERCERISED FINISH.
AND A HIGH REPUTATION—WASHES EXTREMELY WELL.

SPONGE CLOTH.

ADMIRABLY SUITED FOR TENNIS—GOLF ETC.—WHERE
SOMETHING FIRMER THAN EVERYDAY WEAR IS NEEDED.

CAR OWNERS.

Prolong the life of your Car by keeping it in condition. Inspection monthly by an Expert Motor Engineer will cut your Repair Bill down and save you Expense, Time, Trouble and Annoyance.

For particulars apply to

E. MOW FUNG,

F. W. D. Automotive Service Department,
60, Des Vaux Road Central.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, AUGUST 18, 1921.

TRADE AND SHIPPING.

Frequently the year is two thirds gone before we get official reports for the year preceding, and it is by that time difficult for even a newspaper man to pretend any real interest in them. It is so seldom that we get data as fresh as the Trade and Shipping Returns, the volume for the second quarter of the current year just to hand from Noronha, the Government Printer, that we looked through them with considerable interest, and then wished ourselves more familiar with the contents of its predecessors. Who studies these massive compilations of figures—over 300 pages of statistics—and why do they do it if they do? We can understand the Statistical Department's part in it. It is their job, and doubtless they know the maze and can find their way in it to any particular fact or deduction. But as for the public? If any considerable section of it wades through these tables of figures, how much of their real significance is got? From middle China came £456 worth of bricks and tiles during that quarter. We split the consignment up into eight lots, added a little, £38 worth—and sent them away again to Indo-China, Malaya, Borneo, south China, the Philippines, and the Dutch colonies, as much as £162 worth going back to middle China. What does this mean? That we use no bricks and tiles ourselves? That we are, like some Hongkong firms, mere middlemen? Or that this particular quarter of 1921 was somehow different from other quarters? We do not know, and it does not seem worth while, with this thermometer where it is, to enquire. That is

the first table in the book. Merely noting in the second as we pass that our exports of cement were much greater than our imports, as we would have expected them to be, with Cement Shares still so high in the brokers' list, we run the pages over our thumb, keeping a sharp eye open for salients. We imported no granite, so we may claim to beat Newcastle, which has lately, it appears imported coals. We took in £28,190 worth of Siamese teak and kept nearly half of it, unless this smaller moiety went out in another column disguised as furniture. We consult the index for furniture, but fail to find it. We must beware of rash conclusions, it is clear. Is Hongkong a large producer of arsenic? We imported two piculs that quarter, from north China, more than enough to poison every Constitutional and other Reformer in the Colony, but we exported, in the same period, 180 piculs. If we did not produce it in the Marsian sense of the word, we produced it conjurer wise, from invisible stocks. We ought to do sums with the other quarterly reports before us, may be. But why? Who would dream of taking so much trouble, and for what useful purpose? We imported £2,566 worth of gas. Doesn't say what kind of gas; we can but hope it didn't come in "on the hoof." Our quarterly allowance of boche de mer, 6,042 piculs, came mostly from Australia, with East Africa as a good second. This reminds us that the China Mail recently had a letter from a man in Dar-es-Salaam, Tanganyika, asking us to put him in touch with some Hongkong firm buying this strange sea-fruits. Is any local firm interested sufficiently to have its address mailed to a man who wishes to ship it here? After that comes "conpoy," 1508 piculs, and we haven't the least idea what it is. The nearest we can think of is "corn pone," a tosykome stuff down Alabama way. "Conpoy" what ever it is, is valued at over twelve

sterling a picul. It is in world wide demand, for we redistributed most of it among nearly twenty countries. No doubt there are people in Hongkong who do know what it is; we beg of them not to feel too superior to the rest of us. Germany sent us £11 worth of brushes that quarter; perhaps whitewash brushes. The book does not particularize. Of 68,000 piculs of peanut oil that came from north China, how much was shovelled on us as olive oil? We sent a quarter of it to Malaya. We skip the piece goods, because we learned from a preface that the export figures may easily mislead, owing to the local habit of snipping. Ten "pieces" imported may easily go out as twenty or thirty "pieces," from which it is evident, it is not, that we do not export all our scissors. Presumably the figures purporting to show the import and export of "banknotes" cannot be exact. We do not see how they can. Then what are we to think of an importation of £280 worth of aeroplanes from north China? Of motor cars we imported £35,887 worth, and kept more than half of them. The most came from the U.S.A., £19,190 worth, the U.K. following with £9,682 worth. America also leads in supplying us with motor cycles. The item cosmetics we ignore; it is none of our business to give away the secrets of the Hongkong ladies. A little embarrassed, we turn the pages more hastily, skipping largely, only to discover that we export five umbrellas for every one we import, which does not seem right, somehow. After all, any deductions or inferences we make are almost certain to be wrong. Why go on with it?

LOCAL AND GENERAL.

A valuable collection of war stamps will be sold by Messrs. Hughes and Hough to-morrow afternoon.

Twelve vagrants arrived from Singapore by the s.s. "Fooksang" yesterday. They were referred to the S.C.A. for repatriation.

During his absence in another part of the ship about 4.30 p.m., yesterday the cabin of Mr. W. H. Hoogh, purser of the s.s. "Glancus," was entered and a gun metal stop watch worth £2, 15s. stolen from the pocket of his coat.

The police yesterday found the badly decomposed remains of a Chinese woman, aged about 40 years, in an isolated stream at Hsai Sai Gap. In the absence of any marks of violence, the theory is advanced that the woman was accidentally drowned while washing clothes in the creek.

Between 6 and 7 yesterday morning, Miss de Souza of No. 1, Ainar Villas, Kimberley Road, Kowloon, was bathing in the swimming bath at the V.R.C. the ladies dressing room was entered and her knitted handbag containing a gold wrist watch with a gold expanding band worth \$80 stolen.

A Macao shopkeeper, at present on a business visit to Hongkong reports that about 11 a.m. yesterday he missed from his cubicle on the third floor of No. 17, Square Street, four articles of jewellery worth \$124, and \$14 in small money. He suspects two visitors who called during his absence and departed before his return. The police are investigating.

Leo Talant, a seaman of the s.s. "Ben Renis," has reported to the police that his brother, John Talant, of the same ship, has been missing since 8 a.m. on Tuesday. The following description of the man is given: Age 45, medium height and build, fair complexion, hair and moustache. When last seen leaving the ship on Tuesday morning he was wearing a dark blue cloth suit and green felt hat.

A quarrel over money matters between a seaman and another Chinese in West Point yesterday, resulted in a fight in the course of which the top part of the seaman's left ear was bitten off by his opponent. He bled profusely, and had to go to the Government Civil Hospital for treatment. This morning, with his head in a mass of bandages, the patient appeared before Magistrate Orme to prosecute his assailant. After he had heard the story of the fight, the Magistrate fined the defendant \$5, and ordered him to pay the complainant \$5 as compensation for what the police say will be permanent disfigurement.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your hand baggage when going on a journey. Change of water, diet, and temperature all tend to produce bowel trouble, and this medicine can be relied on to cure the complaint. It is a sure and safe remedy, and is sold by all Chemists and Storekeepers.

SPECIAL CABLE.

ANOTHER SHANGHAI SENSATION.

A STORMY PETREL OF THE LAW.

[China Mail Special.]

SHANGHAI, AUG. 18.

Another American litigation sensation was announced yesterday afternoon. W. S. Fleming, attorney, is sued by the Philippine Bank for alleged breach of confidence. Six hundred thousand taels are claimed on two charges.

JAIL AND CAT.

HIGHWAY ROBBER SENTENCED.

YOUNG LADY ATTACKED.

This month's Criminal Sessions did not last more than fifteen minutes this morning. There was only one case and in that a plea of guilty was entered.

A Chinese of unintelligent looks was placed in the dock before Mr. J. R. Wood, sitting as Criminal Court judge in the Summary Court, charged with having on the evening of August 5 helped a man at present unknown to rob Miss Julia Ahwee while she was riding in a ricksha in Kowloon.

Asked to plead, the prisoner intimated through the interpreter that he did not steal the watch and ring. That was not his business. The other man snatched them. He himself was asked to assist only.

His Honour: That means a plea of guilty.

Turning to the gentlemen summoned for jury service, his Honour informed them that they were discharged and would not be detained longer.

When the juryman had cheerfully left the Court, Mr. A. Dyer Ball, prosecuting for the Crown, asked his Honour if he wished him to make a statement.

The prisoner replied in the negative and proceeded to pass sentence. The indictment, he said, charged the accused with having participated in a highway robbery. From the evidence taken before the Magistrate it appeared that the accused and another man attacked Miss Ahwee while she was riding in a ricksha on the evening of August 5 and robbed her of a gold ring and a gold wrist watch. This crime the accused admitted at the police station after his arrest. He also admitted it before the police magistrate and he now admitted it in this court.

The medical officer at the jail has certified that you are fit to be whipped," continued his Honour. "The sentence of the Court is that you be imprisoned for five years with hard labour and be whipped with ten strokes of the cat."

The Court then adjourned, the prisoner, with a sickly smile, leaving in the custody of two burly Indian constables.

THEATRE MURDER.

"NO PERSONAL MOTIVE."

ALLEGED "HIRED ASSASSIN" CHARGED.

Following the sensational shooting affair in the Woping Theatre on Tuesday night, Yeung Ko 28, described as of no occupation and living in room No. 34, Kwang Fat Boarding House, No. 139, Connaught Road Central, was charged before Magistrate Lindell this morning with the wilful murder of Li Siu Fan, the leading comedian of the Chow Fung Nin Chinese Theatrical Company.

The accused, a thick set man, appeared to be quite unconcerned in the dock, notwithstanding that all eyes in the crowded Court were fixed on him. Replying to the Magistrate, he said in a calm voice that he understood the charge, but had nothing to say.

Sub-Inspector Murphy told the Magistrate that the police were still investigating the case. He therefore asked for a week's formal remand.

The Magistrate: Has any supposed motive come to light for this crime?

The Inspector: No, There is no evidence of any definite motive yet. There are certain rumours about familiarity with women—concubines,—but I don't know whether we shall be able to support that or not. It is only a theory.

The Magistrate: You want a week's remand?

The Inspector: Yes. There is no doubt that he is a hired assassin. There is no personal motive.

The Inspector added that the people connected with the theatrical company would be leaving the Colony in a few days, having cancelled their engagement here on account of the tragedy. If the case were ready, the police might ask the Magistrate to fix an earlier date for the hearing.

The prisoner was provisionally remanded for a week.

LOSS OF THE "LUEN ON"

MARINE INSURANCE LAW.

INTERESTING JUDGMENT.

NEW TRIAL ENDS IN FAVOUR OF THE DEFENDANTS.

An interesting judgment relating to marine insurance was delivered in the Supreme Court by the acting Chief Justice (Mr. H. H. J. Gompertz) this morning when he gave his reserved decision on the action, arising out of the loss of the s.s. "Luen On," in connection with which his previous judgment was set aside by the Full Court and a new trial ordered.

The plaintiff was Yeung Kwong-yung, trading as Mat Tze, and the defendants were the Young Shing Insurance and Investment Co., Ltd. Under a marine policy of insurance the plaintiff claimed from the Company a sum of \$20,000 in respect of the loss at sea from an unknown cause of the s.s. "Luen On." At the original hearing, after the plaintiff's case had closed, the defendants' counsel submitted that there was no case to answer since it had not been proved that the ship was lost through one of the perils specified in the policy, namely "rocks, waves, typhoons or wind." The shipping company had been unable to state the precise cause of loss as the ship has never since been heard of. The acting Chief Justice upheld the point and gave a verdict for the defendants.

The "Luen On," a steam launch of about 140 tons, started on a voyage from Hongkong to Manila on November 16, 1917, after returning to port from a previous start in consequence of bad weather and taking on coal as fuel and as ballast. She has never been heard of since although all possible enquiries have been made.

Mr. C. G. Alabaster (instructed by Mr. F. X. d'Almada) appeared today to support the claim and Mr. F. C. Jenkin (instructed by Mr. G. R. Haywood) to oppose it.

Giving judgment, his Honour said:—This is a claim by the assured under a policy of marine insurance to recover from the underwriters \$20,000 in respect of the total loss of the s.s. "Luen On." The vessel was a small steamer or large launch of the type currently known in the Colony as a river boat. Her tonnage was 140; carrying capacity 180 tons. She sailed for some years between Hongkong and the West River. In October 1917 she was purchased by plaintiff who intended to send her over to Manila. She had been previously surveyed and pronounced fit for inland navigation.

Subsequently certain repairs and additions were effected—some of them suggested by the underwriters. Policies in three different companies were taken out for a total of \$45,000 for the voyage from Hongkong to Manila.

The vessel set out for Manila on November 9, 1917, but on the 13th, she put back into port. She left again on November 16, at about 11 a.m. She has not been heard of since, and the presumption is that she has been lost by perils of the sea.

The defences of want of interest and misrepresentation are not now relied on. I will deal first with the defence of seaworthiness.

Now the general principles of the law as to seaworthiness are sufficiently clear. Seaworthiness is presumed; and the burden of proof that the vessel is not seaworthy is on the underwriter.

In every voyage policy, as this is, there is an implied warranty that the vessel is seaworthy, that is, that she is in a reasonably fit state as to repairs, equipment, crew and all respects to encounter the ordinary perils of the voyage insured at the time of sailing. It is in fact a condition precedent to the underwriters for any loss incurred in the course of the voyage. (Arnould Marine Insurance sec. 686).

Seaworthiness being a condition of the contract, breach of the condition voids the contract and deprives the assured of any recourse against the insurer, whether the loss can be traced to such breach or not. It is immaterial that the seaworthiness was remedied before the loss. (Arnould sec. 688).

Again, it is not necessary to enquire whether the owner acted honestly and fairly in the transaction, for it is clear law that however just and honest the intention of the owner may be, if he is mistaken in the fact, and the vessel is in fact not seaworthy, the underwriter is not liable. (Per Eldon L.C. in *Douglas v. Scougall* 4 Dow 276).

Evidence for the plaintiff was given by Captain Wheeler, a master mariner with 25 years' experience of the China seas and for five years of the Hongkong-Manila run. He did not actually know the "Luen On" but on her agreed dimensions he was able to work out particulars of her speed, draught, capacity and coal consumption. He stated that with 80-100 tons deadweight, she would be in best sea-going trim. He assumed full bunkers, and the ballast distributed fore and aft, rather more aft. If she left the port with 80 tons of coal including ballast and bunkers, she would be, he said, seaworthy as far as ballast was concerned.

Again, if she returned, having burned, say, 20 tons, and went out again with 100 tons on board, she would be seaworthy as regards ballast. To

return, and take on extra coal Captain Wheeler considered a reasonable precaution in view of the weather. This is the plaintiff's evidence on this issue.

The defendants called Mr. Thomson, Chief Boarding Officer Harbour Office, a master mariner with 12 years' experience of the China seas and for two years on the Hongkong-Manila run.

Mr. Thomson knew the "Luen On" well when she was on the West River run. From June 1915 for about two years he boarded her every time she entered the harbour—say once a week. He states that, given the agreed facts,—that she had been strengthened for this trip, that he had a sufficient crew and that the weather was normal monsoon weather,—she should have no difficulty in making the crossing to Manila.

In his own experience two vessels considerably smaller than the "Luen On" had done the trip in safety. He would be perfectly willing to take her across himself provided she were properly ballasted. He puts the approximate ballast for the "Luen On" for this voyage at 2/3 of her carrying capacity, or 120 tons, exclusive of bunkers. I may remark that allowing 20 tons for bunkers this would give her 140 tons deadweight. With 80 tons, he says, she would not be properly ballasted for a voyage of that kind.

I have then two witnesses, both practical seamen, giving diametrically opposite opinions as to the proper amount of ballast.

Now it was assumed for the plaintiff in the Court below that, having gone out on November 9 with 80 tons, reduced to 60 tons on her return, she set out again on the 16th with 60 plus 40-100 tons ballast and bunkers. But it appears from the plaintiff's particulars that the 40 tons taken on before her second start was entirely ballast. Her bunkers then must have been refilled independently of this 40 tons, for it cannot be supposed that she went out with a deficiency of bunker coal; so that she started the second time with 40 plus 80-120 tons on board.

Now 120 tons is exactly the load that Mr. Thomson considered she should carry to make her seaworthy. This 120 tons however, included bunkers, whereas he stipulated for 120 tons independently of bunker coal, of say 140 tons in all. It is not of course suggested that Mr. Thomson was aware beforehand of the actual figures, or that his evidence is not the outcome of his independent judgment.

Let me now inquire into the reasons which led the coxswain to put back into port. He was away for from three to four days, which allowing the vessel the same speed, going and returning, would carry her at 8 knots 300 miles, at 7 knots 262 miles on her way across. The distance between ports is given as 630 miles of which 30 miles on this side and 180 miles on the other side are sheltered water, leaving 420 miles open sea, swept by the monsoon.

At either speed therefore she would be more than half way across the open water before she turned back.

We have evidence for the plaintiff on the weather, which is stated to be normal for the time of the year—ordinary monsoon weather; the weather to be expected on that voyage at that season.

What is in fact the opinion of the coxswain, whose competence I assume, as to the condition of his vessel to meet that weather; why did he put back to Hongkong? The substance of his report made on his return is available. I refer to the plaintiff's evidence at page 10 of the notes of the earlier trial. "He, the coxswain, said the sea was very rough when he left, and the launch rolled and pitched, first of all outside the Colony the sea was very rough and the launch was not able to go on. Wind very strong, and perhaps it would be advisable to take more ballast. He asked for several tens of tons more." And on page 11, "I requested the broker to inform the insurance companies that she had come back, and that the coxswain had said she was too light to meet the wind and sea, that he required more ballast, and that I had decided therefore to put 40 tons of coal on board."

Again on page 15. "When the coxswain returned he informed me the ship was too light to meet the weather outside, therefore he had to return for ballast."

Captain Wheeler has said that he considers the return to port and taking on extra coal was under the circumstances a reasonable precaution. He says too that the Captain, would be the best judge when he got out as to whether the vessel was seaworthy or not, that if the captain said she was too light and needed more ballast that would be important.

On the evidence as a whole I find as a fact that the vessel came back, not because she met abnormal or unexpected weather, but because the coxswain found that she was too light. She had not sufficient ballast to face the ordinary and usual weather on the voyage at the time of the year. She was not in fact reasonably fit for the adventure. I have pointed out that at a speed of 8 knots, and even at 7 knots, the "Luen On" would in two days have reached a point on her voyage when she was nearer to smooth water on the other side than she was to her starting point. Why then did she put back to Hongkong? Possibly after two days' steaming on a coal consumption of 6 tons a day the

A GOOD STORY.

BUT FINED ALL THE SAME.

Before Magistrate Lindell this morning, a Chinese was charged with the unlawful possession of a revolver without a permit. Mr. Leo d'Almada, who appeared for the defence, admitted a technical offence and said that if the Magistrate wished, he could call evidence to show that the weapon belonged to a man who recently arrived from America by the s.s. "China." He had stayed a few days with a friend in Hongkong, and when he went to his native village, left the revolver and some luggage in the charge of the friend. The man died a few days after he arrived home, and his widow sent the defendant, a relative, down to Hongkong to claim the deceased's property. He was boarding the steamer to return to the country when the luggage was searched by the police and the revolver found. The defendant, Mr. d'Almada said, was ignorant of the contents of the deceased's boxes until they were opened by the searchers. The Magistrate imposed a fine of \$50 and ordered the confiscation of the revolver.

TYPHOON WARNINGS.

The telegrams quoted below were received by the American Consulate General from the Manila observatory—

9.30 a.m. August 18, 1921.
(1). Typhoon in about 132 deg. Long. E. 29 deg. Lat. N. moving W.N.W.
(2). Cyclone or typhoon South of Formosa filling up.

coxswain found her getting dangerously light. Possibly again, ballasted as she then was her speed was very much less than 7 knots and this led the coxswain to the conclusion that her margin of safety was too small and that it was less perilous for her to return than to proceed. Her best speed is given as 10 knots; in bad weather at 8.9; in heavy monsoon weather at 7. But this of course presupposes her being in proper sea-going trim. There is no doubt that either insufficient ballast or over-loading may render a vessel unseaworthy.

O'Reilly v. Royal Exchange Assurance 4 Camp. 246.
Dixon v. Sadler 5 M. and W. 414.
Weir v. Union Steamship Co. 1900 A.C. 525.
Scrutton Charter Parties and Bills of Lading articles 29 and 49.
Arnould sec. 717.

I am clear that the "Luen On" was not reasonably fit for the perils of a vessel of that nature was likely to meet on her voyage. See judgment of Cairns L.C. v. State Line Steamship Co. 3 A.C. at p. 77.

It is true of course that she was not the type of vessel best fitted for navigation of this kind. She was, I take it, designed and built for inland waters; and her certificate is to this effect.

It may be impossible to put a vessel of her class into the condition of seaworthiness ordinarily requisite for such a voyage. The condition is not however for this reason dispensed with. The duty of the assured is to make her as seaworthy for the voyage as is reasonably practicable for such a vessel by ordinary available means—Burgess v. Wickham 3 B. & S. 669, and see Arnould sec. 710. This duty was, I think, not fulfilled. I see no reason why he should not have satisfied himself before entering on the voyage by actual experiment as to the prop. ballast for the vessel in a heavy beam sea. He was not entitled to make his experiment on the voyage insured; it was his duty not to enter upon it until he had not allowed to put this responsibility on the insurer; who if the condition of seaworthiness is not fulfilled is absolved from liability.

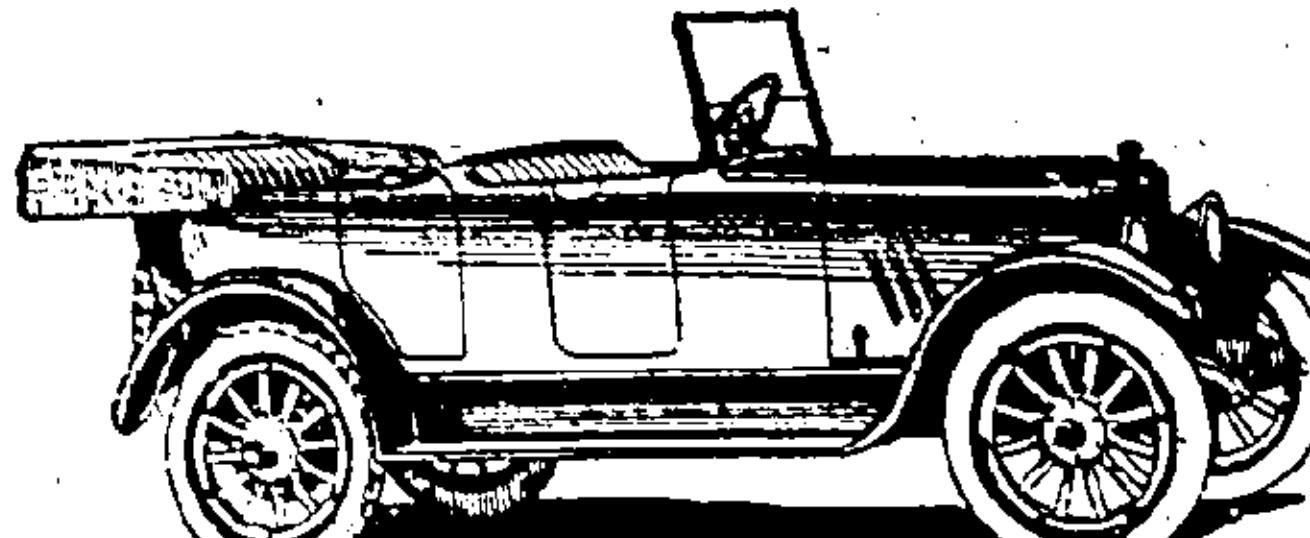
As to the defence of deviation, it was urged for the plaintiff that, in the circumstances, the master of the vessel in returning to port, acted with sound judgment as a prudent man and in the interests of all concerned. The answer is, I think, that the return was not necessitated by stress of weather in the sense of unusual weather but solely by the condition of the vessel for which plaintiff is responsible and it was therefore unjustified. If however, as in this case, there has been a breach of the warranty of seaworthiness, such breach avoids the contract and so in any event the assured is deprived of any recourse against the insurers. See Arnould sec. 430 note 2 and sec. 688.

It remains only to deal with the plea that the loss was not due to the perils insured against. Evidence was given for the defendants as to the likelihood of the vessel having been sunk by collision with a Chinese junk, and as to the probability of such a collision being reported. On this point I have only to say that, having given my best attention to the matter, I still consider that it is not probable that the vessel was sunk by collision with a Chinese junk in favour of some news of the disaster being available.

On the case as a whole the plaintiff has, in my opinion, failed. There must be judgment for the defendants.

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WARRANTY UNION
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MANAGER

COURT MARTIAL.
R.A.F. OFFICER TRIED.
IGNORED BY AIR MINISTRY.
SINGULAR STATE OF AFFAIRS.

Claiming that he had never been commissioned and that he had been unfairly treated by the Air Ministry, Flight Lieut. H. Hervey, R.A.F., attached to the China Command, appeared before a General Court Martial at Victoria Barracks today. He was charged with having absented himself without leave from June 1, until arrested at Singapore on July 22, and with having disobeyed the commands of a superior officer by failing to report at the office of the G.O.C. when ordered to do so by the D.A.A. and Q.M.G.

The Court was composed as follows: President, Lieut. Col. J. R. Wyndham, D.O.S., 2 Wills. Regt. Members: Major H. Greenaway, 22nd Punjabis, Major H. J. F. Wallis, 2 Wills. Regt. Captain F. L. Brown, O.B.E., R.E., Captain J. M. Murphy, R.G.A., Wing Member—Captain M. Glover, 22nd Punjabis, Judge Advocate—Major R. P. Culver, 2 Wills. Regt., Prosecutor—Captain A. H. Blackley, 2 Wills. Regt.

The accused, who wore mufti, pleaded not guilty to both charges and conducted his own defence. Lieut. Col. W. N. Nicholson, D.A.A. and Q.M.G., produced official documents which disclosed that the accused's appointment to a short service commission was gazetted in October 1919 and that in May 1920 he was selected for the post of Staff Officer, Air Intelligence in the Far East, and was to be attached to the Headquarters of the China Command. A Command Routine Order showed that the accused arrived here and assumed duty on August 30 last.

In the course of his evidence Lieut. Col. Nicholson said that the accused's duties required him to be present in his office at Victoria Barracks when not absent on duty from Hongkong. Towards the end of last May it was reported to witness that Flight Lieut. Hervey was absent without leave. Hervey wrote to him unofficially and received a reply dated June 6.

Lieut. Hervey's letter was read out by the President. In it he stated that he had come to the conclusion that it was of no use his staying in the Air Force any longer for various reasons. He declared that he had never received a commission and that it was absolutely impossible to carry on with his present pay which amounted to about \$240 per month at the present rate of exchange. "I think," the letter proceeded, "that very few people realise what the Air Force has been through since 1917. There had, he said, been three changes of uniform during that time and he was still paying off £25 per month for his last outfit. "I am sorry to give you all this trouble out here," the letter went on, "but I do not intend to put up with unfair treatment."

Continuing his evidence Lieut. Col. Nicholson said that he again wrote unofficially to the accused on June 9 and asked him to come and see the General Officer Commanding. He received a reply on June 15. Flight Lieut. Hervey, in this letter, declared that "he really could not see the object of the interview." "I should probably," he said "say things to him that I might afterwards regret." He described his position here as being very much the same as that of an employee in a business firm without an agreement. "Had the Air Ministry played the game," the letter said in conclusion "I certainly would not have taken this step. As it is I consider that they have only themselves to blame."

On June 25, proceeded witness, he ordered the accused to report at the G.O.C.'s Office at noon on June 28. The order was sent by registered post and there was proof of delivery. Flight Lieut. Hervey did not turn up but on the following day he sent a letter expressing regret for his non appearance and explaining that he was absent from Hongkong at the time.

"No doubt," the letter read "you have been informed of the reason for my present attitude. I am sure that if my files are carefully gone into it will be seen that I am in the right." After referring to his private finances Lieut. Hervey went on to state that "the service has no use for officers that are about to go bankrupt."

Lieut. Col. Nicholson produced a copy of a War Office cable which

declared that the accused was subject to military law under the Army Act. Lieut. R. A. Denne of the 2 Wiltshire Regiment said that he was attached to the Headquarters staff and worked in the same office as the accused. He had not personally seen the latter there since June 1.

Giving evidence on oath, Flight Lieut. Hervey said he was demobilised from the Air Force in March 1919 with the rank of Major (now termed Air Squadron Leader), shortly after returning from Constantinople. He was asked in October 1919 if he would consider rejoining the air force and subsequently he appeared before a selection committee at the Air Ministry. He was there told that he could rejoin with a permanent commission but would have to take his substantive rank of Captain until the end of the year when he would receive his majority. He had never seen his name in the gazette as having been granted a short service commission and he particularly stated at the Air Ministry that he did not want one. Towards the end of October he was appointed to Shotwick Air station where he remained until March 1920. He had no regular employment but was engaged in testing machines for Ireland, arranging overseas drafts, civil aviation, and general air station duty. In March 1920 he applied for foreign service and appeared before Air Commodore Steele who informed him that he was to proceed to Hongkong for Air Intelligence duty in the Far East, these duties to include China, Japan, the Philippines, Siam and Japan. He worked for one month at the Air Ministry before sailing for Hongkong collecting all the information possible about the Far East. After that he was granted 10 days leave in order to obtain uniform and equipment. He remained on leave for over six weeks after which he reported to the Air Ministry and asked if any passage had been arranged. It was then discovered that no passage had been applied for and after a further delay he eventually left England on July 12, 1920 arriving in Hongkong about the end of August. Before leaving the Air Ministry he was informed that all arrangements had been made in Hongkong as regards pay and allowances. On his arrival here there was nobody to meet the boat and he had no information as to where he was to report. Eventually he reported to the adjutant of the 2nd Wiltshire Regiment who passed him on to Lieut. Colonel Crosbie. There he discovered that the War Office had cabled to say that an officer was being sent here for air duties but they had not cabled the name of the ship or probable date of arrival and the Air Ministry had taken no steps as regards pay and allowances. He could not receive pay in Hongkong as no pay certificates were issued to the Air Force, neither was he able to draw allowances until cables had been sent to the Air Ministry for instructions. Since he had been attached to these headquarters the Air Ministry had taken practically no notice of his existence except after repeated cables. They had granted £100 for six months travelling in the Far East.

Although he was attached to the military in Hongkong they had no record of his past service which he believed it was usual to forward when an officer was transferred from one Command to another. When he received his former commission in the Air Force in December 1918 he was given a copy of it. He had never received any copy of his commission and not having seen the Gazette he was unaware that he had been commissioned. From that he concluded he was not subject to military law. His pay here was so insufficient that he found it impossible to carry on and therefore wished to sever his association with the Air Force. Being under the impression that he was not under military law he thought he was at liberty to do this. According to the War Office cable he was appointed staff officer but he had never received staff pay and allowances. Addressing the Court the Prosecutor said the statement made by the accused went towards mitigation rather than disproving the charge. He apparently considered he had been badly treated by the Air Force but unfortunately he had gone the wrong way about remedying it.

At the conclusion of the accused's statement the Court retired for a few minutes and on resuming called upon the Prosecutor for particulars as to the accused's character and record of service. Captain Blackley replied that no particulars whatever of

TRUCK & CHILD.
ARM BROKEN.

While playing in Bowring Road, Wanchai, yesterday afternoon, a 7-year old Chinese girl was knocked down by a heavily laden truck, one of the wheels of which ran over her right arm, crushing it badly and breaking the bone in three places. The child who was picked up unconscious, was removed to St. Paul's Hospital at Causeway Bay. The number of the truck is given as 106. The police are endeavouring to find the men in charge of it at the time, who were alleged to have abandoned the truck after the accident. It is feared the child's arm may have to be amputated.

OPIMUM FOR FLAMES.

A CANTON DECISION.
\$300,000 WORTH TO GO UP IN SMOKE.

Since the present administration has come into power in Canton officials, both military and civil, have been prohibited from using opium and have been instructed to take preventive measures against the illicit trade in this drug. Recently a large quantity of opium was seized and turned over to the Military Department. Some opium merchants approached the authorities with an offer to purchase this smuggled opium, but the provincial officials decided that in order to discourage illicit opium trade, prevent opium smoking, and observe the agreement made with the foreign powers, this seized opium should be destroyed. The public burning will take place at the East Parade Grounds, opposite the Provincial Assembly Building, on August 20. The foreign consuls and the Commissioner of Customs have been invited to attend the ceremony. The suppression of opium smoking are two acts of civic righteousness which evidence the entire sincerity of the Canton Administration, says the *Canton Times*.

PAINTING UNDER WATER.

ARTIST WHO TOOK PALETTE DOWN TO SEA-BED.

Mr. Z. Pritchard is exhibiting a novel series of paintings at the Georges Petit Gallery, Paris—views of the sea-bed painted at a depth of 60ft. Most of the subjects show the bed of the Pacific Ocean, studied near Tahiti, with waving seaweeds, strange fish, and coral rocks. Mr. Pritchard found that the sea water did not affect his colours. He worked under the sea in diver's dress for half an hour at a time, leaving canvas and palette below when cold and fatigue obliged him to return to the surface, and taking up the work again on the following day.

MEV'S BRIGHTER SUITS.

R.A.F. BLUE AND VIOLET IN THE WEST END.

Men's dress in London is getting brighter. Recently in the West End, writes a correspondent, I noticed a man in a well-cut suit of light Air Force blue. Another man was in a violet suit of the colour of English hedgerow violets—and very well he looked. Even the conventional tweeds have a definite dash of colour woven into the fabrics. For evening summer wear the latest thing is double-breasted dinner jacket. The collar and roll are cut full and low and faced with satin.

PIG HUNT IN PARIS.

'POLICEMAN PULLED OVER BY HIS OWN LASSO.'

Parisians had the unexpected sight of a pig hunt in the middle of the city. A market cart on its way to the Central Markets with live pigs overturned in the Faubourg St. Martin. In a few minutes the animals went at full speed along the street. Cyclists and police armed with lassos gave a Wild West touch to the hunt, and there was much merriment when one sturdy pig with a lasso fairly round its neck, struggled so much that a policeman was pulled to the ground and the animal got away again. It was only after a hunt of two hours that the last of the run-aways was captured.

Flight Lieut. Hervey's military service were available officially but he handed the President a number of certificates which showed that the accused had done good service with the R.N.A.S. as Flight Lieutenant and Flight Commander. The Court then closed to consider its verdict which will be promulgated in due course.

KINEMA NOTES
CORONET THEATRE.

A FINE PROGRAMME.

The current programme at the Coronet Theatre is unusually interesting, representing comedy, drama, and history. Under the first heading comes a rollicking First National comic, full of strange frolics and amusing incidents; under the second a fine 5 part production featuring Katherine MacDonald in the leading role as "the notorious Miss Lisle; and under the third the extremely interesting pictures taken in Canton during the impressive inauguration ceremony of Dr. Sun Yet-sen as president. This last picture, with its wonderful scenes of almost medieval pageantry—dragons and other fearsome monsters are seen writhing through the crowded streets—presents a unique sight of remarkable interest, a sight that should not be missed by anyone who would catch a rare glimpse of the Chinese in one of their most picturesque moments. A remarkable spectacle not soon forgotten. The enjoyment of the programme was considerably enhanced by the excellent effects of the new \$1,000 screen and the appropriate music supplied by the capable Coronet orchestra.

LOCAL AND GENERAL.

A clean bill of health was returned for the Colony yesterday.

Mr. C. A. Hooper, solicitor, accompanied by Mrs. Hooper, sailed by the C.P.O.S.s. "Empress of Russia," this morning.

To-morrow morning Messrs. Lammet Bros. will auction 143 coils of galvanized wire and in the afternoon a private collection of old Chinese paintings.

A prominent Fatshan woman doctor was asked by a man to visit a patient in a neighbouring town further up the Canton-Samsu Line. Arrived at the station the doctor had walked several li's along the country road, when a gang of bandits came out from their ambush and captured her. The bandits demanded a ransom of \$2,000, and the doctor had no option but to pay.

The furious storm which raged last Monday evening caused considerable havoc in Canton where two young men were killed by lightning. A huge tree in front of the Kwan Tai Temple was uprooted by the storm. A large snake was found dead by the side of the fallen tree. The fallen tree and dead snake gave rise to rumours among the superstitious people are now paying tribute at the temple to the gods within in the hope that they may be spared the calamities.

Captain H. G. Myhre, Harbourmaster at Shanghai, received through the Norwegian Minister at Peking the much prized decoration of Knight of the First Class of the Order of St. Olaf. His Majesty the King of Norway recently conferred this honour upon Captain Myhre, and the actual order is now in his possession. Captain Myhre's record of service in the Customs has been long and honourable. He joined in 1888, being posted to a revenue cruiser, and for the next few years was stationed at Kowloon. He was so employed until 1898, and thereafter came to Shanghai. He has been there ever since with the exception of three years when he was stationed at Canton as Deputy Coast Inspector, and Harbourmaster. In 1910 he returned to Shanghai, and in January, 1918, was appointed Harbourmaster, which post he now holds.

TO-DAY'S ADVERTISEMENT.

PUBLIC AUCTION.

PARTICULARS AND Conditions of the Lotting by Public Auction Sale to be held on MONDAY, the 22nd day of August, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shanghai in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1888, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less 6 days.

PARTICULARS OF THE LOT.									
No. of lots.	Boundary Measurements.	N.	S.	E.	W.	Area.	Containing.	Total Area.	Remarks.
1.	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.								

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G. R. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

TUESDAY, WEDNESDAY & THURSDAY.

the 6th, 7th and 8th September, 1921, at H.M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT, commencing each day at 9.30 a.m., with an interval from 12 NOON, to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES.

Comprising:—
Life Boats, Electrical Fittings, Cooking Stoves, Ship's Fittings, Iron Beds, Mattresses and Fittings, Steel Tanks, Life Rafts, Life Belts, Motors, Dynamoes, Carpets, Rugs, Mats, Sheets, Table covers, Steel wire rope, Blankets, Counterpanes, Electric cables, Canvas, Leather and India Rubber Hoses, Old Cordage, Canvas, Linen and Woollen Bags, Old India Rubber, Old Leather, Old Iron, Brass, Gun metal, Steel, Copper and Lead, Coal sacks, Firewood, Iron and Wood blocks, Lamps, Searcights, Curtains, Winding, Oil, Propane, Lamps, Reflectors, Refrigerating and Drilling Machines, Fan Engines, Gauge Glasses, Gauges, Old Asbestos, Steel Tubes, &c., &c.

Also
Quantity Surgical Instrument.
Lot may be inspected on Monday, 5th September, 1921.
Also Sale of Old and Surplus Vending Stores at Kowloon on FRIDAY, 9th September, at 10 a.m., comprising:—
A quantity of Unserviceable Clothing and Remnants, Provisions for poultry or Cattle Feeding, Electric Plate and Mess Gear, &c., &c.

Terms of Sale.—As detailed on Catalogue.
HUGHES & HOUGH.
By Appointment Auctioneers to the Admiralty.
Hongkong, August 18, 1921.

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This afternoon, the 18th inst. at 5.15 p.m. episodes 1 & 2 will be screened. On Friday and Saturday next, the 19th & 20th, inst. "LOYALTY" the powerful Melo-Drama will be screened at 5.15 p.m.

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ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

NOTICES.

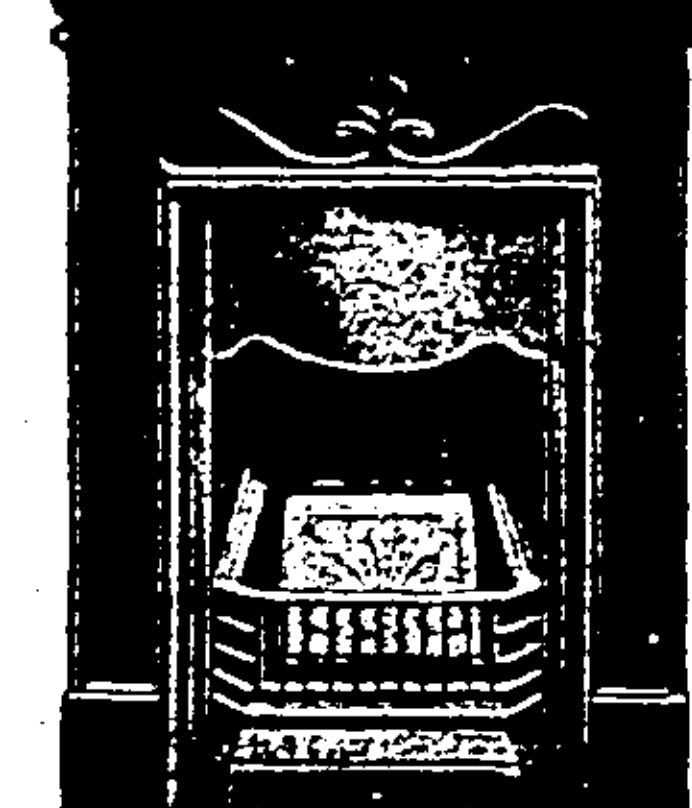
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ORILL & BANGKOK VIA SAIGON & SINGAPORE—Regular Monthly service.

BUSH MARU—Thursday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railways.

AFRICA MARU (Omni Dairen)Tuesday, 23rd August.

HAWAII MARUThursday, 1st Sept.

NEW YORK VIA PANAMAWednesday, 14th Sept.

NEW ORLEANS VIA SUEZWednesday, 31st August.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

CHOSUN MARU (Kobe direct)Thursday, 1st Sept.

BURMA MARUMonday, 3rd October.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.R. wharf near the Harbour Office.

AMUR MARUFriday, 26th August.

TAKAO VIA SWATOW & AMOYThursday, 25th August.

For sailing dates and further particulars please apply to:-

Y. YASUDA, Manager, No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"ATREUS"Via Suez Canal29th August.

"CITY OF CANTON"Via Suez Canal6th September.

"Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG

HONGKONG & CANTON REISS & CO., CANTON.

CHINA AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA"27th August.

For Freight and Passage, apply to:-

THE CHINA & AUSTRALIA S.S. CO., LTD.

Telephone No. 1207 112, Connaught Road Central.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW AND SINGAPORE: HUIHAI Aug. 21, at 10 a.m.; SHANGHAI & TIENTSIN Aug. 21, at 4 p.m.; SWATOW & BANGKOK Aug. 22, at 10 a.m.; MANILA, CEBU AND ILOILO Aug. 22, at 4 p.m.; SHANGHAI Aug. 23, at 10 a.m.; SHANGHAI AND TIENTSIN Aug. 23, at 4 p.m.; SHANGHAI Aug. 24, at 10 a.m.; SHANGHAI Aug. 24, at 4 p.m.

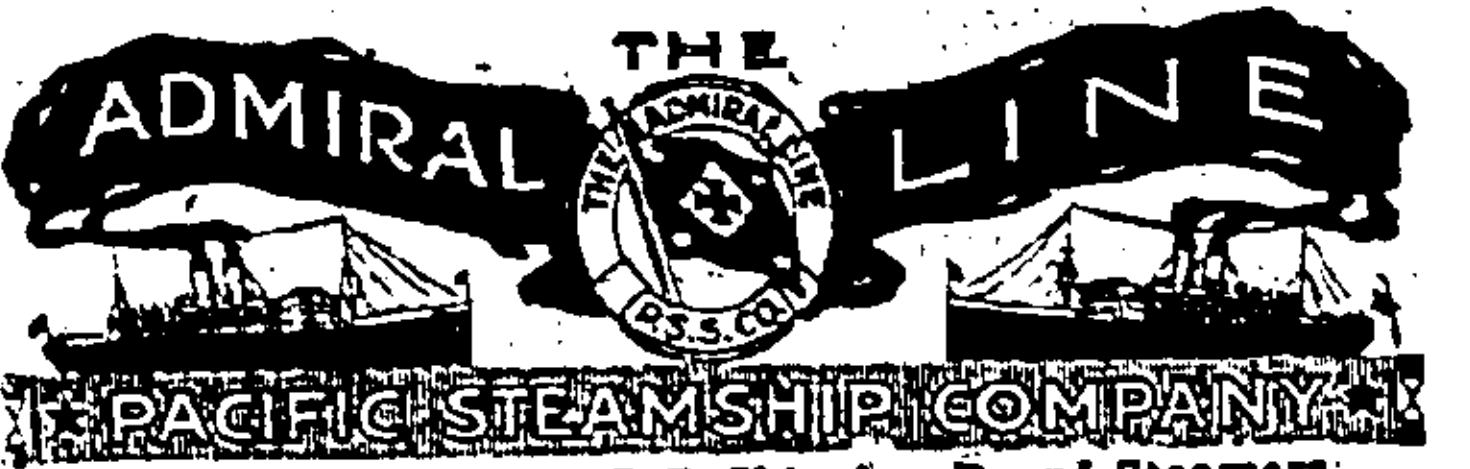
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Steamers: Regular schedule service between Canton, Hongkong, Shanghai, Soerabaya and Tientsin (weekly), taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 22.



PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai—Kobe—Yokohama.

S.S. "KEYSTONE STATE"Sept. 10th.Sept. 30th.

For HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE"Oct. 2nd.

PASSENGER & FREIGHT SERVICE.

For TRIESTE & HAMBURG.

S.S. "CHINASEAS"August 25th.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe, Yokohama.

S.S. "ABERCOSS"Sept. 3th.

Through Bills of Lading issued to Overland common points Passenger and Freight Particulars. Apply to:-

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

For freight space and particulars apply to:-

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS 5th Floor HOTEL MANSIONS.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT2nd Sept.

CADAREITA16th Sept.

FREIGHT ONLY.

FOR SAIGON.

LAKE FARRAR16th Aug.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, HOTEL MANSIONS 1st Floor, QUEEN'S BUILDING, 2nd Floor, 1st House St.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "SAMARANG MARU". Sailing on or about 21st Aug.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.

S.S. "CHERIBON MARU"Sailing on 19th Aug.

S.S. "MACASSAR MARU"Sailing on 13th Sept.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy.

For further information please apply to:-

K. SUZUKI, Manager

Telephone No. 2206.

No. 5, Queen's Road Central.

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HOME VIA CANADA.

Hongkong to England.

Via SHANGHAI, NAGASAKI, (MOJI) KO YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMER [FROM HONGKONG] DEPARTS VANCOUVER DEPARTS

S. Russia Aug. 18 Sept. 5 E. Britain Sept. 10 Sept. 16

Monteagle Aug. 23 Sept. 10 Melita Sept. 23 Oct. 1

E. Asia Sept. 15 Oct. 3 E. France Oct. 16 Oct. 27

E. Japan Sept. 20 Oct. 11 E. France Oct. 18 Oct. 25

E. Russia Oct. 13 Oct. 31 Victorian Nov. 11 Nov. 20

Monteagle Oct. 26 Nov. 19 E. Britain Nov. 23 Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN STEAMERS, LTD.

Hongkong Office. Telephone 722. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Sept. 18th Oct. 23rd Nov. 3rd

HONGKONG TO SINGAPORE

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Aug. 31st Oct. 4th Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, 1st FLOOR STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAIRONGCapt. W. O. Parsons. FRIDAY, 19th Aug. at 2 p.m.

HAICHANGCapt. H. Stewart. TUESDAY, 22nd Aug. at 2 p.m.

HAICHONGCapt. W. Cooper. FRIDAY, 26th Aug. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Bank Pier).

For FREIGHT and PASSAGE apply to:-

DOUGLAS LARRAIK & Co.

General Manager.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to:-

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED

For SHIPMENTS

LONDON, ROTTERDAM AND S.S. "SANDON HALL"18th Sept.

HAMBURG S.S. "KENTUCKY"11th Oct.

LONDON, ROTTERDAM AND HAMBURG AND GLASGOW.

Subject to change without notice.

Or to REISS & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI

Aug. 10—P. & O. Duple.

28—B. F. Atreus.

19—B. F. Calchas.

22—B. F. Agamemnon.

Sept. 6—B. F. Acadia.

7—B. F. Kinchew.

19—P. & O. City of Canton.

17—B. F. Dileas.

18—B. F. Eurypylos.

19—B. F. Thebes.

19—B. F. Knight Templar.

19—P. & O. Demers.

Oct. 6—B. F. Demers.

12—B. F. Eurymachus.

Nov. 12—B. F. Pelus.

FROM JAPAN.

Aug. 18—N.Y.K. Mibimi Maru.

19—B. F. Japan.

20—P. & O. Re Albas.

24—P. & O. Nielsa.

23—B. F. Arcton Apcon.

30—J.C.J.L. Tjibodas.

4—P. & O. Kachin.

5—B. F. Kachin.

9—B. F. Tenda.

13—B. F. Calchas.

18—P. & O. Khyber.

19—B. F. Khyber.

24—B. F. Khyber.

P. & O. - BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAGNETIC, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND AUSTRALIAN PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

Ship	Tons	Route	Destination
DUNDEE	2,500	9th Aug	Singapore, Colombo & Bombay
KASHMIR	2,500	15th Aug	Manila, Hongkong, &c.
KASHMIR	2,500	15th Aug	Manila, Hongkong, &c.
KASHMIR	2,500	15th Aug	Manila, Hongkong, &c.

BRITISH INDIA-APCAR SAILINGS (South)

Ship	Tons	Route	Destination
JAPAN	6,100	1st Aug	Manila, Hongkong, &c.

EASTERN & AUSTRALIAN SAILINGS (South)

Ship	Tons	Route	Destination
ST. ALBANS	2,500	22nd Aug	Manila, Hongkong, &c.
EASTERN	4,000	15th Sept	Singapore, Colombo & Bombay

SAILINGS TO SHANGHAI & JAPAN

Ship	Tons	Route	Destination
TANDEM	7,000	21st Aug	Manila, Hongkong, &c.
EURPAUS	3,500	21st Aug	Manila, Hongkong, &c.
NIPON	5,000	25th Aug	Manila, Hongkong, &c.
NIPON	5,000	25th Aug	Manila, Hongkong, &c.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received communications from the sender.

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P. & O. S. N. CO.

STEAMERS - FOR STRAITS, BOMBAY, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, & LONDON.

Through Bills of Lading issued for Europe, Persia, Gulf, Continental, American and South African Ports.

THE Steamship "DUNDEE" Captain Walker, carrying His Majesty's Mail, will be despatched from this port on or about SATURDAY, 20th August, 1921, for Hongkong, Singapore and Ceylon, and for the Straits, India, Persia, Gulf, Continental, American and South African Ports.

Parcels will be received at this Office until 5 p.m. the day before sailing.

For further particulars apply to MACKINNON, MACKENZIE & CO.

Hongkong, July 30, 1921.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

HE Steamship

"BENRINNES."

From ANTWERP, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Godowns being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf, and from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All claims against the steamer must be presented to the Underwriting Office before the 30th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counterchecked by GIBB, LIVINGSTON & CO. LTD.

Hongkong, August 16, 1921.

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES

FROM EUROPE AND STRAITS.

THE Company's Steamship, "MITO MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf, and from the wharves delivery may be obtained.

Optional Goods will be carried on unless instructions are given to the contrary before 10 a.m. on the 24th August, 1921, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within three days of the arrival of the ship, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

For Further Information, Please Apply to MACKINNON, MACKENZIE & CO.

Hongkong, August 16, 1921.

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Hongkong, August 16, 1921.

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For Further Information, Please Apply to MACKINNON, MACKENZIE & CO.

Hongkong, August 16, 1921.

HONGKONG UNIVERSITY

THE HONGKONG UNIVERSITY OF SCIENCE AND TECHNOLOGY

MALAY STATES NEWSPAPER COMMENT

Old fashions die hard, and it is doubtful still if even the children of our new younger generation recognise anything standing for the hall mark of higher education that has not been dipped in the Cam or Isis. The specialities of Dartmouth, Sandhurst and Woolwich are, of course, the inevitable exceptions that prove the rule owing to the age entrance limits and the continuity of the course of the services. Some slight seismic disturbance was noticed some years ago when Dr. Oester from Johns Hopkins University was chosen as Regius Professor at Oxford and perhaps a greater commotion still was returned when Mr. Stiles, the world renowned surgeon of Edinburgh, was offered any fee he liked to name to lecture and demonstrate in American universities. These boys, as it were, are Oxford and Cambridge still stand. There may be Universities in other countries, but there are only two Varieties. The broadminded of Colonial dependencies will admit they are but chips of the old block and are proud of it, says the Malay Mail. Hongkong University, being very largely endowed and patronised by Chinese, is a noble pile erected and sustained by chippings from the mother edifice. The small fees required are a remarkable attainment. The student has the advantage of living under his own sun, amongst his own kind and kin, devoid of all and every semblance of racial bias, whilst enjoying to the full all the benefits bubbling from the original springhead of learning. Suggestion and discussion occupied the years 1905 to 1907. Two or more years were occupied in settling the funds, 1910 saw the actual founding with an equipment fund of \$1,279,174 and March 11, 1912, saw the existence and commencement of what the Chinese have prophesied, subscribed and hoped for as a blessing to their nation. Sir H. N. Mody was largely responsible for its coming into being since he promised as early as 1907 to erect a building at a cost to himself of \$150,000, a sum he later increased to \$345,000. Messrs. Butterfield and Swire and allied firms gave \$40,000, and several generous Chinese donors of Hongkong and Canton at the time and since have made grants to support and extend its pillars of learning. The late Mr. Luke Yew, C.M.G., placed half a million dollars at the University's disposal for 21 years and Mr. Yu Tong Sen in 1918 gave \$55,000 to the general funds. The Government of Kwangsi, Chihli, Hupeh and Yunnan have all founded scholarships for the training of student teachers have all been founded by the Government of S. S. and F. M. S. to the value of \$1,000 per year.

The Hongkong Faculty of Medicine may be said to have been in active existence since 1887 or twenty five years prior to the opening of the University at which latter the staff of the former became lecturers and continued the work, strengthened by the appointment of the two whole time professors of anatomy and physiology. Application was made to the General Medical Council for recognition of degrees for registration in Great Britain. This being granted, the Hongkong University Faculty of Medicine was placed on a level with that of other British universities and medical corporations and certain privileges were also acquired with reference to the diploma of the Council of Physicians and Surgeons and the fellowship of the Royal College of Surgeons in London.

That there are grades and values in the name of a diploma or degree carries no one who deny and it will likely always obtain. Shakespeare is credited with having spoken to the world that famous saying, "What's in a name?" and whilst it is equally likely an emanation of Confucius, the fact remains it is a two-sided phrase and may be taken either way. However, a crowd of incidents sometimes overtakes the examiners and what may be termed premier, parchment issues. One such took place some years ago when the powers that were turned down in anatomy a candidate for London honours only afterwards to learn he was a noted Edinburgh surgeon and the author of the official text book on the subject for which they failed him. Rumour hath it, though we are too respectable to give credence to such tales, that the baldheaded Aberystwyth scrutiner of parchments afterwards intimated (by a surreptitious herald, we presume) that the skies would be clearer on any day the great-bellied wielder should condescend to journey south and sit again. Experience is of course everything to the medico, but Hongkong University lacks nothing in modern mechanical equipment to please the most fastidious and up-to-date professors. The Faculty of Engineering owing to the munificence of its donors is equally blessed. The degree of B. Sc. Eng. is granted and is taken in four examinations held in May and spread over two years. The Faculty of Arts has a similar system, the degree of B. A. being taken in two years. The Faculty of Science has a similar system, the degree of B. Sc. being taken in two years. The Faculty of Commerce has a similar system, the degree of B. Com. being taken in two years. The Faculty of Law has a similar system, the degree of B. LL. being taken in two years. The Faculty of Theology has a similar system, the degree of B. Th. being taken in two years. The Faculty of Music has a similar system, the degree of B. Mus. being taken in two years. The Faculty of Fine Arts has a similar system, the degree of B. F. A. being taken in two years. The Faculty of Education has a similar system, the degree of B. Ed. being taken in two years. The Faculty of Social Science has a similar system, the degree of B. Soc. Sc. being taken in two years. The Faculty of Political Science has a similar system, the degree of B. Pol. Sc. being taken in two years. The Faculty of History has a similar system, the degree of B. Hist. being taken in two years. The Faculty of Geography has a similar system, the degree of B. Geog. being taken in two years. The Faculty of Mathematics has a similar system, the degree of B. Math. being taken in two years. The Faculty of Natural Science has a similar system, the degree of B. Nat. Sc. being taken in two years. The Faculty of Physical Science has a similar system, the degree of B. Phys. Sc. being taken in two years. The Faculty of Chemical Science has a similar system, the degree of B. Chem. Sc. being taken in two years. The Faculty of Biological Science has a similar system, the degree of B. Biol. Sc. being taken in two years. The Faculty of Medical Science has a similar system, the degree of B. Med. Sc. being taken in two years. The Faculty of Veterinary Science has a similar system, the degree of B. Vet. Sc. being taken in two years. The Faculty of Agricultural Science has a similar system, the degree of B. Agr. Sc. being taken in two years. The Faculty of Forestry has a similar system, the degree of B. For. being taken in two years. The Faculty of Mining has a similar system, the degree of B. Min. being taken in two years. The Faculty of Engineering has a similar system, the degree of B. Eng. being taken in two years. The Faculty of Architecture has a similar system, the degree of B. Arch. being taken in two years. The Faculty of Surveying has a similar system, the degree of B. Surv. being taken in two years. The Faculty of Cartography has a similar system, the degree of B. Cart. being taken in two years. The Faculty of Meteorology has a similar system, the degree of B. Met. being taken in two years. The Faculty of Climatology has a similar system, the degree of B. Clim. being taken in two years. The Faculty of Oceanography has a similar system, the degree of B. Ocean. being taken in two years. The Faculty of Geology has a similar system, the degree of B. Geol. being taken in two years. The Faculty of Palaeontology has a similar system, the degree of B. Palaeont. being taken in two years. The Faculty of Zoology has a similar system, the degree of B. Zool. being taken in two years. The Faculty of Botany has a similar system, the degree of B. Bot. being taken in two years. The Faculty of Physiology has a similar system, the degree of B. Phys. being taken in two years. The Faculty of Anatomy has a similar system, the degree of B. Anat. being taken in two years. The Faculty of Pathology has a similar system, the degree of B. Path. being taken in two years. The Faculty of Hygiene has a similar system, the degree of B. Hyg. being taken in two years. The Faculty of Public Health has a similar system, the degree of B. Pub. H. being taken in two years. The Faculty of Preventive Medicine has a similar system, the degree of B. Prev. Med. being taken in two years. The Faculty of Therapeutics has a similar system, the degree of B. Therap. being taken in two years. The Faculty of Clinical Medicine has a similar system, the degree of B. Clin. Med. being taken in two years. The Faculty of Clinical Surgery has a similar system, the degree of B. Clin. Surg. being taken in two years. The Faculty of Clinical Obstetrics has a similar system, the degree of B. Clin. Obs. being taken in two years. The Faculty of Clinical Gynaecology has a similar system, the degree of B. Clin. Gyn. being taken in two years. The Faculty of Clinical Pediatrics has a similar system, the degree of B. Clin. Ped. being taken in two years. The Faculty of Clinical Dermatology has a similar system, the degree of B. Clin. Derm. being taken in two years. The Faculty of Clinical Ophthalmology has a similar system, the degree of B. Clin. Ophth. being taken in two years. The Faculty of Clinical Otology has a similar system, the degree of B. Clin. Ot. being taken in two years. The Faculty of Clinical Laryngology has a similar system, the degree of B. Clin. Laryng. being taken in two years. The Faculty of Clinical Rhinology has a similar system, the degree of B. Clin. Rhin. being taken in two years. The Faculty of Clinical Nasopharyngology has a similar system, the degree of B. Clin. Nasopharyng. being taken in two years. The Faculty of Clinical Ear, Nose and Throat has a similar system, the degree of B. Clin. E.N.T. being taken in two years. The Faculty of Clinical Dentistry has a similar system, the degree of B. Clin. Dent. being taken in two years. The Faculty of Clinical Stomatology has a similar system, the degree of B. Clin. Stomat. being taken in two years. The Faculty of Clinical Otorhinolaryngology has a similar system, the degree of B. Clin. Otorhinolaryng. being taken in two years. The Faculty of Clinical Oculofacial and Otorhinolaryngology has a similar system, the degree of B. Clin. Oculofacial and Otorhinolaryng. being taken in two years. The Faculty of Clinical Oculofacial, Otorhinolaryngology and Stomatology has a similar system, the degree of B. Clin. Oculofacial, Otorhinolaryng. and Stomat. being taken in two years. The Faculty of Clinical Oculofacial, Otorhinolaryngology, Stomatology and Dentistry has a similar system, the degree of B. Clin. Oculofacial, Otorhinolaryng. Stomat. and Dent. being taken in two years. The Faculty of Clinical Oculofacial, Otorhinolaryngology, Stomatology, Dentistry and Preventive Medicine has a similar system, the degree of B. Clin. Oculofacial, Otorhinolaryng. Stomat. Dent. and Prev. Med. being taken in two years. The Faculty of Clinical Oculofacial, Otorhinolaryngology, Stomatology, Dentistry, Preventive Medicine and Therapeutics has a similar system, the degree of B. Clin. Oculofacial, Otorhinolaryng. Stomat. Dent. Prev. Med. and Therap. being taken in two years. The Faculty of Clinical Oculofacial, Otorhinolaryngology, Stomatology, Dentistry, Preventive Medicine, Therapeutics and Clinical Medicine has a similar system, the degree of B. Clin. Oculofacial, Otorhinolaryng. Stomat. Dent. Prev. Med. Therap. and Clin. Med. being taken in two years. 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The Faculty of Clinical Oculofacial, Otorhinolaryngology, Stomatology, Dentistry, Preventive Medicine, Therapeutics and Clinical Medicine has a similar system, the degree of B. Clin. Oculofacial, Otorhinolaryng. Stomat. Dent. Prev. Med. Therap. and Clin. Med. being taken in two years. The Faculty of Clinical Oculofacial, Otorhinolaryngology, Stomatology, Dentistry, Preventive Medicine, Therapeutics and Clinical Medicine has a similar system, the degree of B. Clin. Oculofacial, Otorhinolaryng. Stomat. Dent. Prev. Med. Therap. and Clin. Med. being taken in two years. The Faculty of Clinical Oculofacial, Otorhinolaryngology, Stomatology, Dentistry, Preventive Medicine, Therapeutics and Clinical Medicine has a similar system, the degree of B. Clin. Oculofacial, Otorhinolaryng. Stomat. Dent. Prev. Med. Therap. and Clin. Med. being taken in two years. 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The Faculty of Clinical Oculofacial, Otorhinolaryngology, Stomatology, Dentistry, Preventive Medicine, Therapeutics and Clinical Medicine has a similar system, the degree of B. Clin. Oculofacial, Otorhinol

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES CHINA COAST, ETC.

SWATOW.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

AMOI.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

FOOCHOW.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

SHANGHAI.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

TIENSIN.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

HANKOW.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

TSINGTAO.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

KEELUNG.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

TAKAO.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

HAIPHONG AND HOIHOW.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

SAIGON.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

SINGAPORE.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

BANGKOK.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

PHILIPPINE ISLANDS, ETC.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

MANILA.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

CEBU AND ILOILO.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

SANDAKAN.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

JAVA PORTS, ETC.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

INDIAN PORTS, ETC.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

CALCUTTA.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

BOMBAY AND COLOMBO.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

AUSTRALIAN PORTS.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

SYDNEY AND MELBOURNE.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

JAPAN PORTS.
Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
27.-D. L. Huihong.
29.-D. L. Huihong.
31.-D. L. Huihong.

Aug. 19.-D. L. Huihong.
21.-C. N. Huihong.
23.-D. L. Huihong.
25.-D. L. Huihong.
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31.-D. L. Huihong.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL: G\$1,000,000
SURPLUS & UNDIVIDED PROFITS: G\$2,000,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENSIN, CHANGSHA, PEKING, SINGAPORE.

R. WEUSTHOFF, Acting Manager.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.-In Victoria, with two Bearers.

Quarter hour, 10 cents
Half hour, 20 "

Three hours, 50 "
Six hours, 70 "

Day (8 a.m. to 6 p.m.), 1.00
If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.-Beyond Victoria, with four Bearers.

Hour, 0.80 cents
Three hours, 2.40 "

Six hours, 4.00 "
Day (8 a.m. to 6 p.m.), 6.00 "

III.-In the Hill District.

With 2 Bearers With 4 Bearers.
Quarter hour, 0.15
Half hour, 0.30

One hour, 0.60
Two hours, 1.00

Three hours, 1.50
Six hours, 2.50

Day (8 a.m. to 6 p.m.), 4.00

RICKSHAS.

I.-In the Island of Hongkong, if engaged in Victoria.

Ten minutes, 5 cents
Quarter hour, 10 "

Half hour, 15 "
One hour, 20 "

Every subsequent hour, 20 "

II.-Taipo Road.

Twenty cents shall be added for each extra hour, or part of an hour if the hirer causes the journey to take longer than -

0.4th mile - single 75 cents 1 hour
return 1.00 2 hours

Beyond 4th to 8th mile - single 1.00 2 hours
return 1.50 4 "

Beyond 8th to 12th mile - single 1.25 2 hours
return 2.00 4 "

Beyond 12th to 16th mile - single 1.50 2 hours
return 2.50 4 "

Beyond 16th to 20th mile - single 1.75 2 hours
return 3.00 4 "

Beyond 20th to 24th mile - single 2.00 2 hours
return 3.50 4 "

Beyond 24th to 28th mile - single 2.25 2 hours
return 4.00 4 "

Beyond 28th to 32nd mile - single 2.50 2 hours
return 4.50 4 "

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 a.m. to 9.00 a.m. " 10 "

9.00 a.m. to 11.00 a.m. " 15 "
11.00 a.m. to 12.00 noon " 15 "

12.00 noon to 1.00 p.m. " 10 "
1.00 p.m. to 2.00 p.m. " 15 "

2.00 p.m. to 3.00 p.m. " 15 "
3.00 p.m. to 4.00 p.m. " 15 "

4.00 p.m. to 5.00 p.m. " 15 "
5.00 p.m. to 6.00 p.m. " 15 "

NIGHT CARS.

8.30 p.m. to 9.00 p.m. every 30 minutes
9.00 p.m. to 11.30 p.m. every 30 minutes

SATURDAY.

EXTRA CAR-10.00 midnight
SUNDAYS.

7.30 a.m. to 8.00 a.m. every 15 minutes
8.00 a.m. to 9.00 a.m. " 10 "

9.00 a.m. to 11.00 a.m. " 15 "
11.00 a.m. to 12.00 noon " 15 "

12.00 noon to 1.00 p.m. " 10 "
1.00 p.m. to 2.00 p.m. " 15 "

2.00 p.m. to 3.00 p.m. " 15 "
3.00 p.m. to 4.00 p.m. " 15 "

4.00 p.m. to 5.00 p.m. " 15 "
5.00 p.m. to 6.00 p.m. " 15 "

NIGHT CARS as on Week days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not at ready full running at the time stated in the Company's time table, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in full. Notes or by Cheque or Credit card representing Bank Notes.

JOHN D. HUMPHREYS & SON, General Managers.

HONGKONG STOCK EXCHANGE.

HONGKONG, AUGUST 18th, 1921.

OFFICIAL QUOTATIONS.

11 A.M.
H.S.B.C.T. I. selling rate on London 2.9, and on Shanghai 87 1/2.

DAIWA.
Hongkong Bank \$739 1/2
do. \$33 paid \$435 1/2

East Asia Bank \$152 1/2
Mitsui Bussan Kaisha \$100 1/2

Canal Insurance \$405 1/2
North China Insurance \$123 1/2

Union Insurance \$230 1/2
Yankee Insurance \$214 1/2

Fire Insurance.
China Fire Insurance \$129 1/2
Hongkong Fire Insurance \$335 1/2

SHIPPING.

Douglas \$51 1/2
H. S. Steamboat \$23 1/2

Indo-China (Prof.) \$28 1/2
Do. (Det.) 22 1/2 b. L.P.

Star Ferry \$23 1/2
Star Ferry \$23 1/2

REVENUES.
China Sugar \$123 1/2
Malacca Sugar \$65 1/2

Mining.
Kaitum Mining Adm. \$27 1/2
Laguna \$10 1/2

Shanghai Loans \$10 1/2
Shanghai Mines \$27 1/2

Ural Caspian \$18 1/2
Docks, Wharves, Godowns, &c. \$18 1/2

H. & K. Wharves \$18 1/2
H. & W. Dock \$18 1/2

Shai Docks \$18 1/2
New Engineering \$18 1/2

Land, Rovers & Buildings.
Central Estates \$140 1/2
Hongkong Hotels \$215 1/2

Hongkong Lands \$215 1/2
Humphreys \$215 1/2

Kowloon Lands \$215 1/2
Land Reclamations \$215 1/2

West Point \$215 1/2
Cotton Mills.
Kung Yick \$23 1/2

Lapeyrolle \$23 1/2
Lapeyrolle \$23 1/2

Shanghai Cotton \$23 1/2
Yangtze River \$23 1/2

Miscellaneous.
Cement \$17 1/2
China Borax \$17 1/2

China Lights \$17 1/2
China Lights \$17 1/2

China Provisions \$17 1/2
China Provisions \$17 1/2

China Tea \$17 1/2
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China Tobacco \$17 1/2
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